

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000347**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 12-Oct-2007**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** 0 / 21 **HSR's:** 0 / 6 **NCR's:** 0 / 10

Item	Title	Detail
1	Major component movement	<p>77m Tower Mock-up: ZPMC Heat Straightening Skin Plate E.</p> <p>89m Tower Mock-up: Welding Skin Plate butt joints.</p> <p>114m Tower Mock-up: Bending diaphragm flange plates.</p> <p>Closed-rib Weld Trials: QA began dimensional verification of Closed-rib joint geometry, however verification was suspended after ABF informed QA the ribs being verified did not meet rib bend geometry requirements. ZPMC will prepare 5 other ribs this weekend and QA verification will begin Monday, October 15, 2007.</p>
2	Meetings attended	<p>QA met with ABF and ZPMC at 1400 to discuss the schedule for the next two days: Moody International will perform side bend testing of welder qualification test plates at 9am Monday, October 15, 2007. Verification of joint geometry for the Closed-rib Weld Trials is scheduled for Monday, October 15, 2007.</p> <p>77m Tower Mock-up: Skin A awaiting CWR for 3rd time repair, MT Connection Plates on Skin Plate D, Heat Straighten Skin Plate E, Begin Welding Diaphragm flange plate butt joints pending 2 additional flange plate from Wuxi Boiler.</p> <p>89m Tower Mock-up: Weld Skin Plate Butt Joints, Beveling Skin Plates.</p>

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		114m Tower Mock-up: Work pending resolution of stiffener to skin plate repair rate.
3	Key conversations	<p>Caltrans met with ABF and ZPMC at 1300 to discuss issues related to fabrication:</p> <p>77m Tower Mock-up Diaphragm (type 3) Flange (60mm): ZPMC verified the template from Wuxi Boiler matches the cutouts in the diaphragm. ZPMC thinks the flanges relaxed during shipment which accounts for the difference in gap measurements take at Wuxi Boiler from those taken at ZPMC on the actual diaphragm. ZPMC will grind contact points on the diaphragm to facilitate fitting.</p> <p>89m Tower Mock-up Diaphragm (type 2) Flange (20mm): ZPMC may request heat straightening on one flange, ZPMC to re-fabricate some other flanges tonight.</p> <p>Materials Issues: ABF/ZPMC will submit Material Test Reports (MTR's) with associated grain size reports from the mill. Caltrans requested upcoming check samples to include some plates with these supplemental tests to allow verification of grain size. Caltrans also requested an estimated time of when all of the plates requiring these supplemental tests will be identified and a quantity of material. Future mill orders shall include grain size on the MTR's.</p> <p>ABF will verify the weldability of the channel and angle for the mock-up that does not meet the Q235 specification.</p> <p>Intersecting Weld Demonstration: ABF asked if the 18mm plate should be spliced as detailed or cut in one piece. Caltrans responded that the demonstration should simulate actual production.</p>
4	Other important observations	<p>ABF and ZPMC asked QA to observe their current closed-rib UT procedure development. The procedure demonstrated was conducted in the 3rd leg of sound and utilized the sound path distance to calculate the depth of penetration. This contradicts previous information about the line of development ABF had been informing QA about. QA demonstrated the calibration of the amplitude based procedure to ABF and ZPMC Level III's. ABF Level III Steve Lawton appeared to be receptive to such a procedure due to its speed, ease of use and demonstrated accuracy on other projects. ZPMC Level III Steven Kang was not receptive to the technique, citing possible issues with variations in surface profile and pressure on the probe. Mr. Kang stated the distance based procedure was accurate and he plans to begin identifying LOP on welded closed-rib samples for destructive testing to determine the procedures accuracy.</p>
5	Quality Assurance Inspectors per shift	<p>4 Day Shift (Acuna, Brannon, Franco, Viars)</p> <p>3 Swing Shift (Berger, Dixon, Smith)</p> <p>2 Graveyard Shift (Hasler, Hernandez)</p>

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6	Logistics	ZPMC informed Caltrans that the night shift will be stopped and will not resume until the issues with weld quality on the skin plate to stiffener plate CJP welds is resolved and production of this type of joint resumes.
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Inspected By:	McClary,David
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Quality Assurance Inspector

Reviewed By:	Lowry,Patrick
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QA Reviewer
